



DEPARTMENT OF THE ARMY

HEADQUARTERS

UNITED STATES ARMY SOUTHERN EUROPEAN TASK FORCE REAR (AIRBORNE) (PROVISIONAL)

UNIT 31401, BOX 5

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19 MAY 2005

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: Commanding General's Policy Memorandum 05-14 (22nd ASG Safety), Chain of Command Review of Class A and Class B Accidents

1. Reference. AR 385-40, Accident Reporting and Records, 1 Nov 94.
2. Purpose. To identify the systemic causes and individual behaviors that may contribute to accidents with the goal of reducing the number of accidents within the community.
3. Applicability. This policy applies to all U.S. military members assigned to installations under the command and control of the Commanding General, United States Army Southern European Task Force Rear (Airborne) (Provisional) (SETAF).
4. General. Accident rates continue to rise throughout the Army. Military and privately owned vehicle accidents continue to be leaders in these unnecessary losses. Over the past seven years, SETAF has lost seven Soldiers and two dependents in vehicle related accidents and one Soldier in an airborne accident. While none of these accidents were directly related to leadership failures, leaders at every level are obligated to take measures to reduce risks and minimize losses. We must continuously identify systemic causes and individual behaviors that contribute to all types of accidents within SETAF.
5. Para 2-2, AR 385-40, defines a Class A accident as accident in which the resulting total cost of property damage is \$1,000,000 or an injury and/or occupational illness results in a fatality or permanent total disability. A Class B accident is one in which the resulting total cost of property damage is \$200,000 or more, but less than \$1,000,000; an injury and/or occupational illness results in permanent partial disability.
6. Effective immediately, within 72 hours of either type accident, the entire chain of command, from the first-line leader to the senior commander or activity chief, will brief the SETAF Commanding General on the circumstances involved in these accidents. The briefing will include what happened, why it happened and what the chain of command intends to do to correct possible deficiencies. The chain of command's assessment must include the effectiveness of the unit or activity's safety program and how it applies to the accident. An important part of this briefing will be the victim's personal habits, attitude towards safety, individual training/qualifications, experience and any other possible contributing factors. My intent is to ensure that senior leaders are involved in the reviewing and developing of countermeasures and reinforcing established standards. The SETAF Safety Manager will provide format guidance for developing the briefing.
7. The ASG Safety Manager or representative will attend the briefings and develop "lessons learned" (countermeasures). Lessons learned will be provided throughout the command.
8. Enforcement of this policy is a chain of command responsibility.

DAVID T. ZABECKI
Major General, USA
Commanding

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